

Transportation Control Measures (TCMs)-Evaluation Process

Background:

New Transportation Control Measures (TCMs) will be considered for inclusion in updated federal and state air quality plans. The list of potential measures includes measures suggested by the public as well as those being considered by agency staffs. The screening process has been described in earlier work.

For the federal Ozone Plan, the screening process closely follows the evaluation of Reasonably Available Control Measures found in the 2001 Ozone Attainment Plan (EPA recently proposed to approve this Plan, including the RACM analysis). The emphasis is on finding measures that are near term, have measurable air quality benefits, and can be achieved through existing funding programs and implementation authority.

For the State Clean Air Plan, much of the RACM analysis also applies; however, a larger array of measures has been proposed for further consideration given the different approach found in the State for reducing emissions. Many of the measures are works in progress that appear plausible at this point but whose results will be achieved over a longer time frame, and perhaps through new legislative initiatives.

Finally, as the region gets closer to attainment of federal air quality ozone standards, there is an increasing interest in developing control strategies that are more episodic in nature, i.e., that can help reduce emissions on the 7-8 Spare the Air Days that have the potential to exceed the ozone standards (as determined by the Air District). Several measures are under development, but are typically not included in the federal Ozone Plan because of various enforceability issues. To the extent an episodic approach is successful, there will be an extra margin of safety, as requested by some members of the public.

The results of the screening to date are summarized below.

I. Still under evaluation for the Federal Air Quality Plan

Transit Station Access: Would define a transit station carsharing program using Zero Emission Vehicle (ZEV) compliant vehicles and incorporate improved bicycle storage and bicycle access to transit (Source: refinement of Further Study Measure 5).

Retrofit of NOx/PM emission control devices on diesel buses: A program to retrofit NOx catalysts and diesel particulate filters on a large number of public transit buses (Source: expansion of Further Study Measure 1).

Aggressive signal retiming program: Would retime all Bay Area traffic signals by 2006 and include installation of bus pre-emption software on certain routes after consultation with transit districts (Source: enhancement of TCM 24/25).

Expand Freeway Service Patrols: Would continue strategic expansion of the Freeway Service Patrols to reduce incident related delay (Source: expansion of TCM D).

RACM: Measures screened out as not reasonably available. Many of the TCMs submitted for review by the public were conceptual in nature. These measures were evaluated based on staff's interpretation of the intended air quality effects and past experience in evaluating similar types of measures (see attached table).

II. Still under evaluation for State Clean Air Plan

TCM 3- Improve Areawide Transit Services

- MTC Resolution 3434 bus projects: included in MTC's 2001 RTP and contains several Bus Rapid Transit projects
- Expand Regional Express Bus program: Would be possible if Senator Perata's bridge toll bill (SB 916) is approved
- AC Transit Enhanced Bus: Would be possible for new corridor if Senator Perata's bridge toll bill (SB 916) is approved.
- MTC Lifeline Transit Network: Service to low income and minority communities (requires new operating funds).
- MTC Transit Connectivity Study Recommendations: Study underway and measures would depend on the outcome.

TCM 4: Improve Regional Rail Services

- MTC Resolution 3434 rail projects: included in MTC's 2001 Regional Transportation Plan for development over the next 20 years.

TCM 5: Improve Access to Rail and Ferries

- Transit Station Access improvements: see description in Federal Plan
- Safe Routes to Transit : Could be funded if Senator Perata's bridge toll bill (SB 916) is approved
- Shuttles to transit: Evaluated in Further Study Measure 5, but requires new operating funds

TCM 6: Improve Intercity Rail Services

- MTC Resolution 3434 intercity rail projects: includes projects for ACE and Capitol Corridor intercity rail
- High Speed Rail connections: HSR system to be voted on in March 2004; measure includes funding for improvements to rail services connecting to HSR.

TCM 7: Improve Ferry Service

- WTA Implementation and Operations Plan: Approved by the WTA and before the State Legislature. Senator Perata's bridge toll bill (SB 916) would provide initial capital and operating funds. Service would be implemented as new funding becomes available.

TCM 8: Construct Carpool/Express Bus Lanes on Freeways

- MTC HOV Master Plan: Would incorporate recommendations from MTC's recent HOV Master Plan Update (Further Study Measure 3)

TCM 9: Improve Bicycle Access and Facilities

- MTC Regional Bike Plan: Would incorporate recommendations from MTC's Regional Bike Plan.

TCM 10: Youth Transportation

- Additional Clean Buses: Purchase school buses for Districts wishing to re-institute District provided home-to-school service.

TCM 13: Transit Use Incentive

- Real time bus arrival information: Potential new funding through Senator Perata's proposed bridge toll bill (SB 916).

TCM 15: Local Clean Air Plan, Policies and Programs

- Support Smart Growth incentives (various proposals): Would consider various incentive approaches suggested by the public and under review by the regional agencies, including regional development impact fees
- Develop parking procedures manual for local government: Manual would provide guidance on parking supply options given proximity of new development to transit.

TCM 18: Transportation Pricing Reforms

- Consider parking charges in work attraction zones and around transit stations: Suggested by public as means to encourage use of transit in congested areas and where it is available as an alternative mode.
- Higher bridge tolls on Spare the Air Days: Could be part of an episodic tool kit with revenues going to offset transit fares on these days.
- High Occupancy Toll (HOT) network: Charging for SOVs to use HOV facilities.
- Higher gasoline taxes during the ozone season: Revenues used for various Spare the Air Programs and based on number of exceedances

III. Demonstration Programs (not for Credit)

Episodic Developmental Measure: LAVTA free transit on Spare the Air Days (currently underway); possible extension to other transit systems if revenues can be identified.

Episodic Developmental Measure: Spare the Air message on freeway signs to observe speed limits (outgrowth of FSM 3).

Episodic Development Measure: Older vehicle program No Drive Program-implementation could take several forms from education on vehicle maintenance, to voluntary decisions not to drive on Spare the Air Days, to incentives for not driving or repairing older vehicles.